

Date: December 12th 2014

To: EPA

We have included following documents in our non compliance application:

- 1 / Lauritzen's time charter instructions to the master
- 2 / Canpotex time charter / voyage instructions to the master
- 3 / copy of the documentation between our bunker department and the supplier in Guayaquil, Ecuador
- 4 / Statement
- 5 / ECA0100 FONAR form filled out by the master

Regards

Lauritzen Bulk A/S



.....

Peter K. Bro

Operations Manager

Office: +1 203 504 6203

AOH: +1 203 428 6291

Mobile: +1 203 434 2109

Email: operation@lauritzenbulk.us

Jesper Bo Mogensen

From: LB_Operations_NYC
Sent: 8. december 2014 14:28
To: yangtzeoasis@sinosteel.amosconnect.com
Cc: 'Lindsay.Ling'
Subject: MV YANGTZE OASIS / TIME CHARTER INSTRUCTIONS

Categories: 1410; Canpotex; instruction; Master; owner; weathernews; YangtzeOasis
FK-REF: jbm13640969

TO: MV YANGTZE OASIS

DEAR CAPTAIN

PLEASED TO ADVISE THAT VSLS NEXT EMPLOYMENT HAS BEEN FULLY FIXED BEING A SUB TIME CHARTER.
IN CASE OF URGENT MATTERS PLEASE ENSURE TO SEND AN EMAIL FOLLOWED BY A PHONE-CALL TO THE
UNDERSIGNED.

PLEASE REFER TO DETAILS BELOW FOR YOUR NEXT EMPLOYMENT:

VOYAGE NO.: 201410

SUB TIME CHARTERERS: CANPOTEX

TIME C/P DATED: DECEMBER 3RD 2014

VOYAGE: ONE TC TRIP VIA SAFE PORTS/BERTHS/ANCHORAGES OF W.C.NORTH AMERICA ALWAYS WITHIN INL TO FAR
EAST/S.E.ASIA WITH BULK HARMLESS FERTILIZERS ALWAYS IN COMPLIANCE WITH VSL'S CARGO AND TRADING
EXCLUSIONS AS PER OWNS HEAD CP (ATTACHED) INTENTION BULK MURIATE OF POTASH (MOP), AKA POTASSIUM
CHLORIDE (KCL) IN BULK.

LAY/CAN: DECEMBER 10TH – 14TH , 2014.

DELIVERY:

YOUR VESSEL WILL DELIVER INTO SUB TIME CHARTER ON DROPPING LAST OUTWARD SEA PILOT RIO GUAYAS,
EQUADOR, ATDNHINC.

PLEASE ADVISE ETS BY RETURN.

PLEASE ADVISE DELIVERY TIME IN LT AND GMT WITH DELIVERY BUNKER FIGURES.

REDELIVERY:

YOUR VESSEL WILL REDELIVER FROM SUB TIME CHARTER ON DROPPING LAST OUTWARD SEA PILOT 1SP CHOPT
MALAYSIA/JAPAN RANGE INCLUDING INDONESIA, THAILAND AND ALL MAINLAND/ISLAND PORTS WITHIN RANGE
ATDNHINC.

PLEASE PROVIDE REDELIVERY TIME IN LT AND GMT WITH REDELIVERY BUNKER FIGURES.

C/P SPEED/CONSUMPTION:

BALLAST : ABT 13.5 KNOTS ON ABT 26MT IFO (380CST)+0.1MT DO

LADEN : ABT 13.5 KNOTS ON ABT 27MT IFO (380CST)+0.1MT DO

IN PORT : ABT 3.0MT IFO (380CST)+0.1MT DO

IDLE ABT 5.0MT IFO (380CST)+0.1MT DO

BSS CRANE WORKING ABT MEANS +/- 0.5KNOT IN SPEED AND +/- 5% IN BUNKER CONSUMPTION BOTH IFO AND MDO ARRANGED BY CHARTERERS UNDER THIS CONTRACT TO BE IN ACCORDANCE WITH RMG 380 RESPECTIVELY DMB SPECIFIED IN ISO 8217 AND ANNEX VI OF MARPOL 73/78 REGULATION 14 WHICH HAS COME INTO FORCE FROM 19TH MAY 2005.

THE VSL ENTITLED TO USE MDO FOR MANEUVERING IN NARROW A/O SHALLOW A/O BUSY WATER AREA, CANALS A/O RIVERS, ALSO IN AND OUT OF EACH PORTS, ENGINE STARTING AND STOPPING, BALLASTING AND DE-BALLASTING OPERATION, AND BURNING OF SLUDGE OIL BY INCINERATOR.

ECO SPEED: B/L 12.5/22MT, 12.5/23MT WOG

BUNKERS:

VESSEL TO DELIVER WITH ABOUT 750-880 MTS HSFO + ABOUT 25 MTS HSDO AND TO BE REDELIVERED AGAIN WITH ABOUT 300MTS IFO + LSMGO (OR MDO IF PREFERRED BY H. OWNERS) AS ONBOARD ON DELIVERY FROM HEAD OWNERS (I.E ABT 37MTS MDO)

PLEASE ADVISE ESTIMATED BUNKERS ROB OF EACH GRADE ON DELIVERY.

QUANTITY OF BUNKERS TO BE DETERMINED ON DELIVERY AND REDELIVERY BY INDEPENDENT SURVEYOR IF CHARTERERS WISH TO ARRANGE SO. WHEN SURVEY HAS BEEN PERFORMED, PLEASE PROMPTLY CONFIRM BUNKER FIGURES AGREED AND FORWARD COPY OF BUNKER SURVEY.

UPON COMMENCEMENT OF VOYAGE, PLEASE ADVISE BUNKER QUANTITY/SULPHUR CONTENT OF EACH BUNKER GRADE ONBOARD.

HOLDS:

VESSEL TO DELIVER WITH ALL HOLDS AND CARGO CARRYING COMPARTMENTS CLEAN, DRY, FREE FROM CHIPPING PAINTS, FREE FROM PITTING, FREE FROM LOOSE RUST AND SCALE, FREE FROM REMNANTS OF PREVIOUS CARGOES AND READY AND SUITABLE IN ALL RESPECTS TO THE SATISFACTION OF SGS TO RECEIVE GRAIN AND/OR MURIATE OF POTASH AND/OR OTHER CARGOES WHICH THE VESSEL MAY BE REQUIRED TO LOAD. IF, ON PRESENTATION FOR LOADING, THE VESSEL SHOULD FAIL TO PASS ANY OF THE ABOVE CARGO SURVEYS THEN ALL DIRECTLY RELATED EXPENSES FOR CLEANING AND/OR PREPARATION AND ANY DIRECTLY RELATED EXPENSES RELATED TO VESSEL'S FAILURE TO BE FOR OWNERS' ACCOUNT AND VESSEL TO BE OFF HIRE FROM THE TIME OF FAILURE UNTIL SHE IS IN ALL RESPECTS READY TO RECEIVE THE INTENDED CARGO AND HAS PASSED THE NECESSARY SURVEYS.

THE OWNERS GUARANTEE THAT ON VESSEL'S DELIVERY AND THROUGHOUT THE CURRENCY OF THIS CHARTER, THE VESSEL'S HATCHCOVERS ARE COMPLETELY WATERTIGHT. ALL HATCHES ARE TO BE CAREFULLY ATTENDED BY THE CREW TO PREVENT LEAKAGE.

THE CHARTERERS, AT THEIR OWN EXPENSE, HAVE THE OPTION TO PERFORM HOSE/PRESSURE/CHALK/ULTRASONIC OR SIMILAR TESTS ON ANY/ALL HATCHES AT ANY TIME DURING THIS CHARTER. ANY DEFICIENCIES FOUND ARE TO BE IMMEDIATELY REMEDIATED BY OWNERS AT THEIR OWN TIME AND EXPENSE AND THE VESSEL SHALL BE OFF-HIRE FOR ANY TIME LOST THEREBY AND ANY STEVEDORE STANDBY AND OTHER COSTS INCURRED AS A RESULT OF SUCH DEFICIENCY SHALL BE FOR OWNERS' ACCOUNT. SUBSEQUENT TEST(S) ARE TO BE PERFORMED AT OWNERS TIME AND EXPENSE.

SUB TIME CHARTERERS HAS THE OPTION TO REDELIVER VSL AGAIN WITH UNCLEAN HOLDS.

STEVEDORE DAMAGE:

SHOULD ANY DAMAGE BE CAUSED TO THE VESSEL OR HER FITTINGS BY THE SUB TIME CHARTERERS OR THEIR STEVEDORES, THE MASTER IS TO:

- PROMPTLY, BUT LATEST WITHIN 12 HOURS AFTER OCCURRENCE, GIVE WRITTEN NOTICE TO THE PARTY ALLEGEDLY RESPONSIBLE, GIVING FULL PARTICULARS

OF THE DAMAGE AND ITS ALLEGED CAUSE, AND OBTAIN THE WRITTEN
ACKNOWLEDGEMENT OF LIABILITY FROM SUCH PARTY, OR FAILING THAT, THE
ACKNOWLEDGEMENT OF RECEIPT OF SUCH NOTICE.

- IMMEDIATELY ARRANGE, IN CONJUNCTION WITH SUB TIME CHARTERERS AGENTS/STEVEDORES/SUB-CHARTERERS,
FOR THE DAMAGE TO BE INSPECTED AND AN ESTIMATE OF THE REPAIR COSTS GIVEN. PLEASE SUPPORT DAMAGE
REPORT BY PHOTOS.

- AFTER HAVING NOTIFIED ALL PARTIES, YOU ARE REQUESTED TO TAKE ALL
STEPS NECESSARY TO HAVE THE DAMAGES REPAIRED, PRIOR TO SAILING FROM
THE PORT, AT THE EXPENSE AND IN THE TIME OF THE RESPONSIBLE PARTY.

- ALL NOTICES MUST BE COPIED TO THIS OFFICE.

VOYAGE INSTRUCTIONS:

WHEN YOU RECEIVE SUB-CHARTERERS FULL VOYAGE INSTRUCTIONS, PLEASE SEND COPY TO US OF ALL MSGS WITH
SUB-CHRTS
INCL FULL DETAILS OF CHARTERERS AGENTS WHEN AVAILABLE.

BILLS OF LADING:

IF REQUIRED BY SUB TIME CHARTERERS/SHIPPERS/AGENTS TO CARRY AN ORIGINAL B/L ON BOARD VESSEL
TO DISCHARGE PORT AND IF ALLOWED BY HEAD-OWNERS, THEN ALL BS/L TO BE MARKED:

'ONE ORIGINAL BILL OF LADING RETAINED ON BOARD AGAINST WHICH BILL DELIVERY
OF CARGO MAY PROPERLY BE MADE ON INSTRUCTIONS RECEIVED FROM SHIPPERS/CHARTERERS'.

CLEAN BS/L:

IF SUB TIME CHARTERERS REQUIRE BS/L TO BE MARKED 'CLEAN ON BOARD', YOU ARE INSTRUCTED TO
STOP THE LOADING OPERATION IMMEDIATELY IF/WHEN IMPURITIES ARE FOUND, WHICH IN
YOUR BEST JUDGEMENT WOULD AFFECT CARGO QUALITY. IF YOU ARE IN DOUBT,
PLEASE CONTACT SUB TIME CHARTERERS WITHOUT DELAY.

ANY UNCLEAN CARGO MUST BE REMOVED BY SHIPPERS AND BE SUBSTITUTED BY CLEAN CARGO,
FAILING WHICH YOU ARE REQUESTED TO ISSUE DEADFREIGHT CLAIM FOR SHORT DELIVERY.
PLEASE NOTIFY ALL PARTIES IMMEDIATELY AND CALL IN LOCAL P AND I SURVEYOR TO ASSIST.
DO NOT RESUME LOADING UNTIL CLEAR INSTRUCTIONS RECEIVED FROM P AND I SURVEYOR AND SUB TIME
CHARTERERS.

PLEASE REQUEST AGENTS TO PROVIDE SHIPPERS/SUB TIME CHARTERERS BS/L REQUIREMENTS PRIOR
COMMENCEMENT OF LOADING.

ISPS:

MASTER IS INSTRUCTED TO REQUEST ALL ISPS AND OTHER PORT REQUIREMENTS FROM THE
AGENTS AS SOON AS AGENTS ARE DECLARED.
MASTER IS ALSO INSTRUCTED TO COPY, TO THIS OFFICE, MESSAGES TO/FROM AGENTS.

E-NOA/D WHEN CALLING US PORTS:

THE NATIONAL VESSEL MOVEMENT CENTER (NVMC) AND U.S. CUSTOMS AND BORDER
PROTECTION CBP) WILL NO LONGER ACCEPT NOTICE OF ARRIVAL/ DEPARTURE
AND CREW MANIFEST SUBMISSIONS BY FAX.
PLEASE LIAISE CLOSELY WITH THE AGENT TO ENSURE THAT THE NOA/D WITH CREW
MANIFEST IS SUBMITTED TO THE SATISFACTION OF BOTH NVMC AND CBP REGULATIONS.

WNI WEATHERNEWS:

ALTHOUGH YOUR VESSEL WILL BE PERFORMING A SUB TIME CHARTER VOYAGE, CONTINUOUS MONITORING ONLY WILL APPLY.

PLEASE ENSURE THAT WNI IS NOTIFIED WHEN YOU ARE PERFORMING A SUB TIME CHARTER VOYAGE.

WNI WILL STILL ASK YOU FOR PORT ROTATION AND PROVIDE SERVICE ON THAT BASIS.

PLEASE LIASELY CLOSELY WITH WNI THIS RESPECT (EMAIL: LAU-WNI@SEA.WNI.COM).

IF HOWEVER THE SUB TIME CHARTERERS WILL APPOINT THEIR OWN WEATHER ROUTING COMPANY THEN PLS FOLLOW SUCH ROUTING RECOMMENDATIONS FM THE ROUTING COMPANY APPOINTED BY SUB TIME CHARTERERS. IF YOU HAVE REQUESTS IN RESPECT OF THE ROUTING ITSELF PLEASE DIRECT SAME TO SUB-CHARTERERS.

PLEASE ACKNOWLEDGE RECEIPT OF THIS VOYAGE INSTRUCTION, BY REPLYING TO ABOVE.

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QUESTIONS:

- PLEASE FORWARD A COPY OF THE VOYAGE INSTRUCTIONS YOU WILL RECEIVE FROM THE TIME CHARTER
- KEEP US CLOSE UPDATES ON THE CLEANING OF THE MDO TANKS AND CONFIRM WHEN THEY HAVE BEEN CLEANED AND READY TO RECEIVE THE LSMGO.
- COMMUNICATION: WE HAVE TO BE KEPT IN COPY ON ALL MESSAGES RELATED TO BUNKER RELATED MATTERS.

BEST REGARDS,
FOR J. LAURITZEN (USA), INC.

JESPER BO MOGENSEN
SENIOR OPERATIONS MANAGER

OFFICE: +1 203 504 6204
MOBILE: +1 203 434 6394
E-MAIL: OPERATION@LAURITZENBULKERS.US

WWW.J-L.COM

Jesper Bo Mogensen

From: yangtzeoasis@sinosteel.amosconnect.com
Sent: 8. december 2014 20:08
To: LB_Operations_NYC
Cc: 'Lindsay.Ling'; NYN XIAOLU; NYN CAPT. ZHONG; NYN TECH HUANG(private)
Subject: YANGTZE OASIS Next voyage instruction

Categories: 1410; instruction; Master; weathernews; YangtzeOasis
FK-REF: ngt14060631

Good day sir!

Pls check the next voyage instruction from sub charter as below message.

Best regards

Yangtze oasis Master Liu

TO: MASTER MV YANGTZE OASIS
CC: WATERFRONT CHARTERING / VANCOUVER
CC: AGENT IN PORTLAND
CC: SGS / VANCOUVER
FM: CANPOTEX / SASKATOON

DATE: DEC. 08, 2014

****PLS KINDLY CONFIRM SAFE RECEIPT OF THIS MSG****

GD DAY CAPTAIN!

AS YOU ARE AWARE YOUR VESSEL WILL BE DELIVERED INTO CANPOTEX TIME CHARTER DLOSP RIO GUAYAS, EQUADOR, ATDNHINC.

PLEASE FIND HWITH DETAILS:

TIME CHARTER PARTY DATED DEC. 03, 2014 BETWEEN LAURITZEN AS OWNERS AND CANPOTEX SHIPPING SERVICES LIMITED AS CHARTERERS.

DELIVERY: DLOSP RIO GUAYAS, EQUADOR, ATDNHINC

LAYCAN: DEC. 10 - 14, 2014

BOD:
IFO: ABT 750 /880 MT HSFO (380 CST) / NIL LSFO
MDO: ABT 25 MT MDO

REDELIVERY: DLOSP ZHENJIANG, CHINA (INTENTION ONLY)

BUNKERS ON REDELIVERY: 300 MT HSFO/LSMGO AS ROB

C/P SPEED AND CONSUMPTION:

AT SEA

BALALST: ABT 13.5 KNTS ON 26 MT IFO + 0.1 MT MDO

LADEN : ABT 13.5 KNTS ON 31.4 MT IFO + 0.1 MT MDO

ECO. SPEED:

B: 12.5 KNTS ON 22 MT IFO

L: 12.5 KNTS ON 23 MT IFO

PLS PROCEED WITH C/P SPEED FOR BALLAST AND LADEN LEGS

IN PORT

IDLE: ABT 3.0 MT/DAY IFO + 0.1 MT MDO

WORKING: ABT 5.0 MT/DAY IFO + 0.1 MT MDO

HOLD CONDITION: UPON ARRIVAL LOADPORT, ALL HOLDS AND CARGO CARRYING COMPARTMENTS TO BE CLEAN, DRY, FREE FROM CHIPPING PAINTS, FREE FROM PITTING, FREE FROM RUST AND SCALE, FREE FROM REMNANTS OF PREVIOUS CARGOES AND READY AND SUITABLE IN ALL RESPECTS TO THE SATISFACTION OF LOCAL SURVEYORS TO LOAD INTENDED CARGO OF POTASH.

HOLD INSPECTIONS CONDUCTED IN PORTLAND, OR WILL BE VERY STRICT. VSLs QUITE OFTEN FAIL THE INSPECTION DUE TO LOOSE SCALE/RESIDUE COMING OFF FROM AREAS AS MENTIONED BELOW. WHEREFORE IT IS VITAL THAT HOLDS ARE FREE OF: CARGO RESIDUE, FREE OF RUST, DEBRIS, LOOSE PAINT, NO FRESH PAINT, NO PAINT ODOUR WHATSOEVER ANYWHERE IN HOLDS/HATCHES. FOR SAKE OF GOOD ORDER, PLS ADVISE CREW TO CHECK FOR: POSSIBLE CARGO RESIDUE, LOOSE SCALES ON/BEHIND FRAMES, FLANGES, PIPES, STAYS, STIFFENERS, BEHIND CURTAIN PLATES, DECK BEAM. INSPECTOR WILL ALWAYS INSPECT AND SCRAPE SUCH AREAS. IF HOLDS CONTAIN STAINING OF PREVIOUS CARGOES IT HAS TO BE REMOVED TO THE POINT OF NO TRANSFER WHEN WIPING WITH HANDS/CLOTH.

LOADPORT: PORTLAND, OREGON - DRAFT RESTRICTION 13.10 M FW

CGO TO BE LOADED: POTASH IN BULK THREE (3) GRADES, "F2I5", "F1I1" AND "WFSS" SF 32 - 34; TTL QTY ABT 32,000 MT UP TO HER WINTER MARKS.

DISPORTS ROTATION (INTENTION ONLY):

1). INCHON, KOREA (11.0 M, BW 1.022)

-5,000 MT F2I5

-8,000 MT F1I1

-BUNKERS

2). ZHENJIANG, CHINA (9.7 M, FW)

-6,000 MT F2I5

-13,000 WFSS

TTL: ABT 32,000 MT UP TO HER WINTER MAKRS

BY GRADE:

11,000 MT F2I5
8,000 MT F1I1
13,000 MT WFSS
TTL: 32,000 MT

****DIFFERENT GRADE CARGO HAVE TO BE STOWWED SEPERATELY***

BUNKERS:

HSFO: WE WILL SUPPLY HSFO FOR YOUR VESSEL AT PORTLAND IN ORDER TO BE SUFFICIENT TO REACH INCHON WITHSAFETY MARGIN. THEN WE WILL REPLENISH HSFO AT INCHON IN ORDER TO MEET BOR (300 MT HSFO) AT DLOSP ZHENJIANG, CHINA. IN THIS REGARD, PLS ADVISE YOUR HSFO REQUIREMENT AT PORTLAND.

LSMGO: PLS CONFIRM IF YOU VESSEL WILL BE ABLE TO TAKE 60 MT LSMGO AT PORTLAND FOR ECA CONSUMPTION.

PLS MINIMIZE ECA DISTANCE IN OUTBOUND AFTER DEPARTURE FROM PORTLAND

PLS CONSIDER TTL ABT 19 PORT DAYS INCLUDING 13 WORKING DAYS WITH VSL GEAR AT DISPORT.

PLS ADVISE YR BUNKER REQUIREMENTS AND PROPOSED STOWAGE PLAN, INCLUDING FULL DWT BREAKDOWN, INCLUDING BW, FW BSS ABV QUANTITIES AND DISPORT RESTRICTION.

COULD YOU PLS ALSO ADV EST ARRIVAL/DEPARTURE DRAFTS AT EACH PORT.

DEBALLASTING:

PLS ADVISE QTTY OF BALLAST ON ARRIVAL LOADPORT AND TTL TIME REQUIRED FOR DEBALLASTING.

OUR FULL STYLE AS FLS:

CANPOTEX SHIPPING SERVICES LTD.
P.O. BOX 1600
SUITE 400, 111-2ND AVE SOUTH
SASKATOON, SASKATCHEWAN
CANADA, S7K 3R7
TEL: (306) 931-7227
FAX: (306) 244-4249
EMAIL:VSLOPS@CANPOTEX.COM<mailto:VSLOPS@CANPOTEX.COM>

AGENTS IN PORTLAND AE ASF:

Wilhelmsen Ships Service
Tel: 1.503.222.1561 (24hrs)
Fax: 1.503.222.2542
Email: wss.portland@wilhelmsen.com<mailto:wss.portland@wilhelmsen.com> or wss-pdx-shipsagency@wilhelmsen.com<mailto:wss-pdx-shipsagency@wilhelmsen.com>

PIC: Curtis Taylor
Cell: 1.503.793.5062

DISCHARGE PORTS AGENTS: - REVERTING AFTER VSL DEPARTURE LOADPORT.

WEATHER ROUTING: PLEASE NOTE WE WILL PROVIDE WEATHER ROUTING FROM WEATHERNEWS. THEY WILL CONTACT YOU. FOR SAKE OF GOOD ORDER THEY CAN BE CONTACTED:

TELEX: USA WEATHERNEWS SAN FRANCISCO (COUNTRY CODE 23) TELEX ATT 470-302 AND 470-303 TRT 184-802, IN EUROPE WEATHERNEWS ABERDEEN U.K. (COUNTRY CODE 51), TELEX 739784, EMAIL: WNIOPS@WNI.COM<mailto:WNIOPS@WNI.COM>

IN CASE OF DEVIATION FROM THE ORIGINAL SAILING ROUTE, OR RECOMMENDED ROUTE BY WEATHER ROUTING, PLEASE ADVISE US IMMEDIATELY IN THE FOLLOWING SEQUENCE:

- A) DATE AND TIME BEGINNING DEVIATION
- B) GEOGRAPHICAL POINT OF BEGINNING DEVIATION
- C) REASON OF DEVIATION
- D) DISTANCE TO BE DEVIATED FROM THE ORIGINAL ROUTE OR THE ROUTE RECOMMENDED BY WEATHER ROUTING COMPANY
- E) OTHER INFORMATION

PRENOTICES: MASTER TO GIVE CHARTERER'S AGENTS 14 DAYS PRIOR ETA NOTICE AT DISCHARGING PORT WITH THE EXACT QUANTITY OF CARGO TO BE DISCHARGED AND THENCE 7/5 DAYS 72/48/24 HOURS NOTICE OF VESSEL'S DEFINITE READINESS TO DISCHARGE.

COMMUNICATIONS:

CANPOTEX TELEX NUMBER: 2348155901

ANSWER BACK: CPTX

PLEASE COPY YR MESSAGES TO:

WATERFRONT CHARTERING

TLX +51 94070277

OR E-MAIL: OPERATIONS@WFCI.CA<mailto:OPERATIONS@WFCI.CA>

UPON DLOSP RIO GUAYAS, ECUADOR, PLS SEND YOUR DELIVERY NOTICE INDICATING DATE/TIME (LOCAL AND GMT) AND BUNKER REMAINING ON BOARD AT THE TIME OF DELIVERY.

DURING NAVIGATION, PLEASE SEND YOUR MESSAGES TO US ACCORDING TO THE FOLLOWING MANNER AND ITEMS:

VSL'S NOON POSITION REPORT WHILST ON NAVIGATION DETAILING:

- A) DATE
- B) LATITUDE AND LONGITUDE
- C) AVERAGE SPEED/FO CONSUMPTION AND RPM OF LAST THREE DAYS
- D) BUNKERS ROB IN MT (IFO/DO)
- E) DISTANCE MADE/REMAINING DISTANCE/TIME ENROUTE
- F) WEATHER CONDITIONS (DIRECTION/BEAUFORT SCALE)
- G) ETA NEXT CALLING PORT

EXAMPLE: 101200 53.20N 170.01E 13/32/100 700/70 2145/2435/165S/W5 230400

PLS SEND YR NOON REPORT DAILY.

DEPARTING VANCOUVER, BC, PLEASE SEND MSG TO US AND "WEATHERNEWS" ADVISING FULL SAILING CONDITIONS AND ETA NEXT PORT.

ARRIVAL REPORT EACH PORT:

- A) TIME AND DATE OF ARRIVAL AT PILOT STATION
- B) BUNKERS ROB IN MT (IFO/MDO) ON ARRIVAL PILOT STATION (CABLE THE INFO FROM (A) AND (B) TO "WEATHERNEWS" WHEN APPLICABLE PER ITEM (1) ROUTING)
- C) TIME AND DATE OF ARRIVAL AT ANCHORAGE OR BERTH
- D) TIME AND DATE NOTICE OF READINESS TENDERED FOR CARGO
- E) ESTIMATED TIME AND DATE TO COMMENCE LOADING/DISCHARGING OF BUNKERS/CARGO.
- F) DISTANCE LOGGED FM PILOT TO PILOT

DEPARTURE REPORT EACH PORT:

- A) TIME AND DATE COMPLETED LOADING/DISCHARGING OF BUNKERS/CARGO
- B) QUANTITY OF CARGO LOADED/DISCHARGED BY DRAFT SURVEY
- C) DATE AND TIME DEPART BERTH /ANCHORAGE
- D) DATE AND TIME DROP OUTWARD PILOT
- E) BUNKERS ROB IN MT (IFO/MDO) AT DROPPING OUTWARD PILOT (CABLE THE INFO FROM (C) AND (D) TO "OCEANROUTES" WHEN APPLICABLE PER ITEM (1) ROUTING)
- F) TIME AND DATE NOTICE OF READINESS ACCEPTED.
- G) INTENDED ROUTE (OR RECOMMENDED BY OCEANROUTES) AND DISTANCE TO RUN
- H) ETA NEXT CALLING PORT AND ESTIMATED BUNKERS ROB, ARRIVAL DRAFT, AND TOTAL DISPLACEMENT TONNAGE
- I) RADIO STATION YOU ARE PRESENTLY LISTENING TO.

BILLS OF LADING: IN LOADPORT, CARGO QTY TO BE LOADED BY EITHER DRAFT SURVEY WEIGHTS OR SCALE OR WEIGHBRIDGE FIGURES. OUR AGENT WILL ADVISE WHILE LOADING. IN DISPORT, DISCHARGED BY CARGO DRAFT SURVEYS. WE WILL APPOINT DRAFT SURVEYORS AT THE DISCHARGE PORTS TO ASSIST YOU AND TO DETERMINE THE OUTTURN QUANTITIES.

BILLS OF LADING WILL BE ISSUED IN OUR OFFICE IN SASKATOON IN CONFORMITY WITH MATE RECEIPTS. PLS NOTE, AS PER C/P CHARTERERS AND/OR THEIR AGENTS HAVE BEEN AUTHORIZED BY OWNERS TO SIGN BILLS OF LADING ON MASTER'S BEHALF. THEREFORE MASTER'S LETTER OF AUTHORITY TO SIGN BS/L IS NOT REQUIRED.

HATCH SEALING: YR GOOD VSL WILL BE PROVIDED WITH HATCH SEALING TAPE AT LOADPORT. THIS TAPE SHOULD BE APPLIED TO EACH SEAM OF EACH HOLD AND EACH SIDE OF HATCH COVER EVERY HOLD. PLEASE KINDLY ESTIMATE AND CONFIRM THE DESIRED QUANTITY OF TAPE NEEDED (HOW MANY METRES IN WIDTH (10CM/15CM/30CM)).

NOTE OF PROTEST: PLEASE FILE A NOTE OF PROTEST WITH THE COMPETENT AUTHORITIES, IN THE EVENT OF SIGNIFICANT CARGO SPILLAGE AT DISCHARGE PORT(S) OR IF CARGO IS INADVERTENTLY DISCHARGED INTO THE WATER, AND FORWARD COPY TO OUR OFFICE.

STEVEDORE DAMAGE: IN THE EVENT OF STEVEDORE DAMAGE, PLEASE GIVE PROMPT WRITTEN NOTICE TO THE STEVEDORES OR PARTIES RESPONSIBLE FOR THE DAMAGE, AND TO OBTAIN THE WRITTEN ACKNOWLEDGMENT OF LIABILITY FROM THE PARTIES RESPONSIBLE FOR THE SAID DAMAGE. ALWAYS, NOTIFY OURSELVES IMMEDIATELY OF ANY POSSIBLE DAMAGE.

SHOULD YOU HAVE ANY QUESTIONS AND/OR PROBLEMS PLEASE DO NOT HESITATE TO CONTACT US AT ANY TIME.

WE WOULD LIKE TO WELCOME YOU AND YOUR CREW TO CANPOTEX TIME CHARTER AND WISH YOU A SAFE VOYAGE!

YOUR PROMPT REPLY WOULD BE GREATLY APPRECIATED!

TKS/BRGDS,

Nick Zhang
Vessel Operator
Canpotex Shipping Services Limited
Tel:(306) 931-7221
Fax:(306) 244-4249
Cell:(306) 262-2270

P Please consider the environment before printing this email

Jesper Bo Mogensen

From: JL_Bunkers
Sent: 12. december 2014 06:54
To: 'ttsdk@wfscorp.com'; LB_Operations_NYC
Cc: Jesper Bo Mogensen
Subject: FW: Guayaquil - no LS avails

Categories: 1409; BksInfo; Bunkers; Guayaquil; JBM+; port-info; YangtzeOasis
FK-REF: mat17040542

Dear Lars,

Many thanks for below information.
Jesper, please note below.

Have a nice weekend ahead!

Best regards,

Mathias Bowie
Bunker Purchaser – J. Lauritzen A/S
Direct phone: +45 3396 8021
Mobil phone: +45 6137 5798
Yahoo ID: JL_Mathias

From: Lars Olsen [<mailto:LOlsen@wfscorp.com>]
Sent: 12. december 2014 12:52
To: JL_Bunkers
Cc: TTS Denmark
Subject: Guayaquil - no LS avails

Dear Mathias,

There is unfortunately no guaranteed LS avails in Guayaquil

IFO is typically at 1.3 – 1.7% Sulphur
MGO is typically at 0.3 – 0.5% Sulphur

But the exact maximum sulphur levels cannot be guaranteed to be this low.

Kind regards

Lars Olsen
Trader

Tel: +45 5678 8200
Cel: +45 2447 6117

Group e-mail: ttsdk@wfscorp.com
E-mail: lolsen@wfscorp.com
Yahoo IM: lars_wfs

World Fuel Services Denmark

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Date: December 12th 2014

To: EPA

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."

Regards

Lauritzen Bulkera A/S

A handwritten signature in black ink, appearing to be 'Peter K. Bro', written over a dotted line.

Peter K. Bro

Operations Manager

Office: +1 203 504 6203

AOH: +1 203 428 6291

Mobile: +1 203 434 2109

Email: operation@lauritzenbulkera.us